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I further certify that the above application is now proceeding in the name of ECOFLEX AUSTRALIA PTY LIMITED pursuant to the provisions of Section 113 of the Patents Act 1990.

I further certify that pursuant to the provisions of Section 38(1) of the Patents Act 1990 a complete specification was filed on 27 April 1998 and it is an associated application to Provisional Application No. PO 7677 and has been allocated No. 63625/98.

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Ninth day of November 1999

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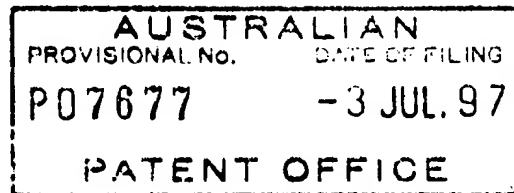


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**PROVISIONAL SPECIFICATION**



Invention Title:            Retaining Wall System

The invention is described in the following statement:

GH REF: P24997-B/RPW:SLC

## RETAINING WALL SYSTEM

### TECHNICAL FIELD OF THE INVENTION

The present invention relates to retaining walls and methods for forming the same, more particularly, to  
5 retaining walls that utilise tyres in their construction. When the term "retaining walls" is used in this specification, it includes walls used for retaining embankments, such as in civil engineering applications (eg. road construction, public works etc), but also includes  
10 breakwaters and groins, protecting walls, walls in tunnels and at piers, quays, etc.

### BACKGROUND OF THE INVENTION

Discarded tyres from the automotive, mining and aviation industries represent a significant and growing  
15 environmental problem, due to difficulties with disposal, environmental breakdown and/or incineration. Retaining walls formed from tyres are known in the art. For example, US 5,480,255 discloses an impact absorbing barrier for highways, formed from whole tyres and half tyres, and in-  
20 filled with sand material. FR 2,682,700 discloses the use of tyres in a retaining wall where one side wall of the tyre has been removed.

US5,378,088 discloses a retaining wall formed from a plurality of segmented automobile tyres. Side wall segments  
25 disposed horizontally form a front row of the wall, and tread segments of the tyres are connected to the side wall segments and extend rearwardly therefrom to provide additional support to the front row. However, the method of forming the front row is both complex and time consuming, requiring excessing tyre cutting, the use of rods 17,  
30 additional rods 24 and a relatively complex assembly procedure. Furthermore, the tread segments 20 are provided solely to support the front wall and there is no disclosure of the segments providing any reinforcing stability to any  
35 fill material that might be arranged behind the front wall.

It would be advantageous if at least preferred

embodiments of the present invention provided a retaining wall and a method for forming the same that improves upon, or at least provides a useful alternative to, the retaining walls formed from tyres that exist in the prior art.

5

#### SUMMARY OF THE INVENTION

In a first aspect, the present invention provides a retaining wall for retaining an embankment or similar comprising a plurality of tyres arranged in a plurality of courses adjacent to the embankment and such that a central axis of each tyre is offset from vertical.

10

An advantage of such a construction is that the embankment can then provide additional support to the retaining wall, and additional strength.

15

Typically, each tyre's central axis is offset from vertical at a batter angle ranging from 10°C to 20°C. Use of this angle has been observed in practice to provide ease of construction of the retaining wall whilst still retaining the advantages of the inclination of the wall.

20

Adjacent courses can be separated by a fill material, optionally by a distance that is half a tyre in diameter. Alternatively, adjacent courses can abut. Each tyre can at least partially (but typically completely) be filled with a fill material, and further fill material can be used to fill gaps between the tyres, and between the tyres and the embankment.

25

Typical fill materials include concrete (for example at the lowest course of tyres and at intermittent courses (eg. every alternating course) in the tyre wall construction). Granular or particulate, optionally free draining materials, can also be employed, for example, such as cobble, sand and/or shredded tyre. The use of shredded tyre further assists in the disposal of additional discarded tyres and is thus environmentally advantageous.

30

Typically at least some, and in some cases all, of the tyres are each cut either:

35

(a) in a plane between opposing side walls

thereof, and can then be arranged in the walls so that both side walls generally face downwards; or alternatively (and/or additionally)

5 (b) so as to remove a substantial proportion of one of the side walls, so that the tyres are arranged in the wall so that the remaining uncut side wall generally faces downwards.

10 With option (a), typically a section of the tyre remains uncut to provide a hinge for pivoting of the tyre portions thereabout, thereby increasing the strength of the wall (ie. with each tyre half being attached to another tyre half). Alternatively, in (b), the removed side wall can be arranged in the tyre to be adjacent to the remaining side wall when the tyre is located in the wall. This provides a  
15 more stable base in the tyre for the in-fill of material, and optionally allows for the positioning of a liner between the removed and remaining side walls, thereby covering the lower opening of the tyre when arranged in the wall, and making the tyre better capable of retaining fill therein.

20 Optionally, at least some or all of the tyres are provided with drain holes (eg. drilled therethrough).

In a second aspect of the present invention there is provided a retaining wall for retaining an embankment or similar that is formed from a plurality of tyres wherein at  
25 least some of the tyres are each cut:

(a) in a plane between opposing side walls thereof to define two portions, and such that a section of the tyre remains uncut to provide a hinge for pivoting of the tyre portions thereabout, and so that the tyres can be  
30 arranged in the wall such that both side walls generally face downwards; and/or

(b) to remove a substantial proportion of one of the side walls wherein the removed side wall is arranged in the tyre to be adjacent to the remaining side wall, and the  
35 tyres are arranged in the wall so that the remaining uncut side wall generally faces downwards.

Such an arrangement makes for the easy in-filling of each course of tyres when the wall is being constructed (ie. there is little or no upper side wall to deflect fill material being arranged in the tyres).

5        In a third aspect, the present invention provides a retaining wall for retaining an embankment or similar comprising a plurality of tyres that are arranged in a plurality of courses adjacent to the embankment to define a wall section, wherein at least some of the tyres in the wall  
10       section have an intact tread portion; and

         a reinforcing section extending rearwardly from the wall section to form part of the retaining wall, the reinforcing section being formed from portions/sections cut from one or more tyres.

15       Such an arrangement provides a structurally stable retaining wall and associated reinforcing section (and is simpler than, for example, the arrangement defined in US 5,378,088). Also, because at least some of the tyres in the wall section have an intact tread, they therefore define an  
20       enclosure into which fill material can be arranged. This means that there is no need for the employment of rods or pylons (which are otherwise required in the arrangement shown in US 5,378,088). Further, because the retaining wall can be constructed essentially from tyres and fill material,  
25       it is simpler and economically more expedient than existing arrangements.

         Typically, the reinforcing section is attached to the wall section and may either be formed from a plurality of tread sections and optionally (or alternatively) from a  
30       plurality of side wall sections, with both the tread sections and side wall sections being cut from additional tyres, and then being joined together to define the reinforcing section.

         Preferably the sections are joined to define a grid  
35       formation, which thereby replaces the existing geogrids used in the prior art; it should be appreciated that prior art

geogrids are typically formed from woven and non-woven  
textiles, optionally reinforced with polymer; or from  
polymeric fibres. Such geogrids and reinforcing materials  
tend to be very expensive, whereas the use of tyres is  
5 economically advantageous and, again, a simpler option.

In the grid formation, individual tread sections can be  
attached or linked to and/or threaded through adjacent  
sections to define the grid formation.

Also, a reinforcing section can be provided for each  
10 course and is typically arranged to extend generally  
horizontally or to be inclined downwardly into the wall.

Each plurality of courses typically defines a "row".  
Accordingly, in an alternative construction, a plurality of  
rows of tyres can be arranged adjacent to the embankment.

15 In a fourth aspect, the present invention also provides  
a method for forming a retaining wall for retaining an  
embankment or similar comprising the steps of:

(a) forming a base for the retaining wall  
adjacent to the embankment and that slopes downwardly to the  
20 embankment from surrounding ground; and

(b) arranging a plurality of tyres in a  
plurality of courses adjacent to the embankment and along  
the base.

As above, the batter angle of the so-formed wall  
25 typically ranges from 10°C to 20°C offset from the vertical.

Typically, a course of tyres is laid and each tyre is  
then at least partially (preferably completely) in-filled  
with the fill material prior to laying the next course.

In addition, each course of tyres can be arranged to be  
30 offset (along the line of the course) from adjacent  
course(s).

In a fifth aspect, the present invention provides a  
method for forming a retaining wall from a plurality of  
tyres comprising the step of cutting at least some of the  
35 tyres:

(a) in a plane between opposing side walls

thereof, wherein a section of the tyre remains uncut to provide a hinge for pivoting of the tyre portions thereabout, and then arranging those tyres in the walls so that both side walls generally face downwards; and/or

5 (b) to remove a substantial portion of one of the side walls, with the removed side wall being arranged in the tyre to be adjacent to the remaining side wall, and then arranging those tyres in the wall so that the remaining uncut side wall generally faces downwards.

10 In a sixth aspect, the present invention provides a method for forming a retaining wall for retaining an embankment or similar comprising the steps of arranging a plurality of tyres in a plurality of courses adjacent to the embankment to define a wall section, wherein at least some  
15 of the tyres in the wall section have an intact tread portion, and

after the construction of at least one of the courses, positioning adjacent to that course, to extend rearwardly from the wall section into the retaining wall, a  
20 reinforcing section that is formed from portions/sections cut from one or more tyres.

Typically, the reinforcing section is attached prior to or after the arranging of said at least one course in the wall.

25 **BRIEF DESCRIPTION OF THE DRAWINGS**

Notwithstanding any other forms which fall within the scope of the present invention, preferred forms of the invention will now be described, by way of example only, with reference to the accompanying drawings in which:

30 Figure 1 is a cross-sectional side elevation of a retaining wall according to a first embodiment of the invention;

Figure 2 is a plan view of a tyre cut in a plane between opposing side walls;

35 Figure 3 is a cross-sectional side elevation of a retaining wall according to a second embodiment of the



invention;

Figure 4 is a sectional view of the retaining wall of Figure 3 taken at A-A;

5 Figure 5 shows a cross-sectional perspective view of a reinforcing wall constructed in accordance with a preferred method according to the present invention;

Figure 6 shows an underside plan view of two tyres of a tyre course, illustrating the mode of attachment of reinforcement for use in a preferred retaining wall;

10 Figures 7 and 8 show side schematic elevations of two alternative methods for attaching reinforcing to a tyre;

Figures 9 and 10 show plan views of two alternative methods for interlocking reinforcing in a reinforcing grid formation according to the invention;

15 Figures 11 to 13 show components of reinforcing, prior to being attached in the manner shown in perspective in Figure 14;

Figures 15 and 16 show respectively plan and perspective views of a tyre with a side wall removed therefrom;

20 Figure 17 shows a line of tyre side walls, and tied together, being an alternative type of reinforcing according to the invention;

Figures 18 to 22 show various tyre side wall reinforcing arrangements;

Figure 23 shows an arrangement in plan for a pair of tyres, typically employed at a retaining wall edge or corner;

30 Figure 24 shows a perspective view of a tyre facing, for rendering a course of tyres suitable for receiving a fabric or textile coating; and

Figures 25 to 27 show further alternative means of attaching tyre treads to whole tyres.

#### MODES FOR CARRYING OUT THE INVENTION

35 A preferred embodiment of a retaining wall 10 according to the current invention for retaining an

embankment 100 or similar, comprises a plurality of tyres 11 each having a cavity 12 defined therein at least partially filled with a fill material 13. In the preferred embodiment, each cavity 12 is substantially filled with the fill material 13. The tyres 11 are arranged in a plurality of courses 14 adjacent to the embankment 100. Further fill material 15 substantially fills gaps between each of the tyres 11 and between the tyres 11 and the embankment 100.

The embankment 100 is typically excavated at an angle to the vertical of approximately  $10^{\circ}$  to  $20^{\circ}$ , with the retaining wall 10 similarly having a batter angle of  $10^{\circ}$  to  $20^{\circ}$ . In the preferred embodiments depicted, the retaining wall 10 has a batter angle of approximately  $14^{\circ}$ . Taller walls will typically require a larger batter angle for stability, whilst smaller walls can employ smaller batter angles so as to reduce the space occupied by the retaining wall 10. As well as for retaining typical embankments as used in landscaping and the like, retaining walls of the current invention may be used with other embankments including those used as noise barriers or waterway walls (sea walls) etc.

Each tyre 11 is arranged such that a central axis thereof is offset from vertical at an angle approximately equal to the batter angle. With this incline of the tyres 11 to match the batter angle, the stability of the wall 10 is enhanced by reducing the reliance on friction between the courses 14 of tyres 11 for shear stability. In prior art retaining wall designs where shear stability has not been considered to be of prime concern, the tyres 11 have been laid flat with each subsequent course 14 set back from the adjacent lower course 14 to provide the batter angle of the wall 10.

The tyres 11 are typically arranged such that the tyres 11 of a given course 14 are offset from those of the adjacent lower course 14 in a typical brickwork fashion.

In the preferred embodiments depicted, adjacent courses 14 are separated by the further filler material 15, here giving a separation between courses 14 of approximately half a tyre 11 diameter. Alternatively, the tyres 11 of adjacent courses 14 may abut, with the further filler material 15 filling gaps between surfaces of the adjacent tyres 11 which do not abut.

The tyres 11 are also typically separated from the embankment 100 by the further filler material 15. Alternatively the tyres 11 may abut the embankment 100 with the further filler material 15 filling gaps where the surface of the tyres 11 do not abut the embankment 100.

For larger retaining walls as depicted in Figures 3 and 4, two rows 16a,16b of tyres 11 may be used to complete each course 14. Utilisation of two rows 16a,16b increases the stability of the retaining wall 10 enabling increased wall height. The adjacent tyres 11 in the two rows 16a,16b are typically horizontally offset as depicted in Figure 4 and may also be vertically offset as depicted in Figure 3.

The foundation 101 for the retaining wall 10 is here excavated below the ground line 102 to help secure the lowermost course 14a in place. To further secure the lowermost course 14a, the tyres 11 thereof are filled with concrete as the fill material 13. A stabilised sand base may be employed for the foundation 101. For construction with a waterway wall, where the tyres 10 will act as the interface with the water, every second course of tyres 11 is typically filled with concrete to increase the mass of the wall and thereby reduce any possible instability resulting from wave action.

The fill material 13 typically comprises a free draining material in at least some of the courses 14. Here the free draining fill material 13 is granular and is used in all but the lowermost course 14a. Cobble has been found to be a suitable fill material 13, whilst the use of

other free draining materials, including shredded tyres is also desirable. Use of shredded tyres further increases the recyclability of the discarded tyres, but they are typically not used where the wall construction relies on its mass for stability.

The further fill material 15, used to fill gaps between tyres 11 and between the tyres 11 and embankment 100 is also here a free draining granular material such as cobble. To further assist in drainage, drain holes 17 may be provided in the tyres 11, and a socked perforated sub-surface drain 18 or similar may be laid between the lowermost course 14a and the embankment 100.

Figure 2 depicts a tyre as used in a preferred embodiment wherein at least some of the tyres 11 are each cut in a plane between opposing sidewalls 19 thereof and arranged with both of the sidewalls 19 facing generally downwards. This results in the inner concave surface of each of the sidewalls 19 facing upwards, facilitating filling of the cavity 12 with fill material 13 in the region of the sidewalls 19. A section 20 of the tyre 11 may remain uncut such that the sidewalls 19 remain hingedly attached at the uncut section 20. Rather than cutting each tyre 11 into opposing halves, the upper sidewall of the tyres 11 may be at least partially removed to facilitate filling of the cavity 12 (see Figures 5, 15 and 16).

To increase the stability of the retaining wall 10, the tyres 11 may be secured to each other and, if so desired, to the embankment 100 or foundation 101 with the use of nylon rope or similar. Reinforcing grids may also be used to secure one or more of the courses 14 of tyres 11 to the embankment 100. Such reinforcing grids typically extend at least approximately 0.7 m into the embankment 100, depending on the wall 10 design, to ensure stability and allow the construction of taller retaining walls 10. The embankment 100 may be compacted to more

securely hold the reinforcing grid in place.

To reduce any fire hazard which the use of rubber  
tyres may pose, the retaining wall 10 as a whole, or each  
of the tyres 11 individually, may be covered with a fire  
5 retardant material or coating. Such a material which may  
be used is geofabric which is also typically used as a  
liner 21 between the embankment 100 and the retaining wall  
10.

Referring now to Figure 5, an alternative retaining  
10 wall 10' in accordance with the present invention will now  
be described. The plurality of tyre courses are  
essentially the same as either of those described in  
Figure 1, or Figures 3 and 4. However, the retaining wall  
of Figure 5 additionally includes grid-like reinforcing 30  
15 extending from a respective course of tyres and rearwardly  
into the wall. As each course is successively laid, a  
respective grid-like reinforcing 30 is laid to extend  
rearwardly from that course and into the wall.

Once a course of tyres has been placed, the fill of  
20 the retaining wall is brought up to an appropriate level  
and the reinforcing grid is then laid onto that fill,  
before being covered with further fill to lay the next  
reinforcing grid and so on (ie. the grid can be attached  
to the tyre in situ by appropriate techniques - described  
25 below). Alternatively, the reinforcing grid can be pre-  
attached to the course of tyres, such that when the course  
is laid, the grid is simultaneously laid.

The reinforcing grid as shown in Figure 5 is  
typically formed from a plurality of tyre treads which are  
30 joined end to end and are criss-crossed until the  
appropriate lengths are achieved. Joining to the tyre  
courses and of the grid itself can be effected through  
adhesives, clamps, steel or textile ties, threading,  
screwing, bolting etc. Various joining and threading  
35 techniques are described below. Each grid can extend  
generally horizontally into the retaining wall, or can be

angled downwardly.

Referring now to Figure 6, the attachment of tread lengths 32 to a respective pair of tyres is shown. The tread lengths are fed through a slot 34 formed near the base of each tyre and are then attached to the tyre lower side wall 19 either via screwing (eg. tech screws), bolting, or adhesive 36. Further lengths of tyre tread can then be attached to the free end of length 32 so that a long length of tread extends into the wall (as shown in Figure 5).

Figures 7 and 8 show alternative methods of attaching tread lengths 32 to tyre 11. In Figure 7, the tread length is either positioned under the tyre, or fed through slot 34 and a clamp 38 then fastens the tread length to the tyre, ie. by clamping around lower side wall 19. The clamp can be formed from stainless steel, aluminium or other deformable metals.

In Figure 8, the tread length is fed up through tyre hole 39 and looped over the side wall 19 and is then fed back through the tyre side wall 19 via a slot 40 formed in the side wall (or optionally back through slot 34). The tread length is then attached back to itself via a tech screw, bolt, clamp, tie or adhesive 42.

Referring now to Figures 9 and 10, two alternative techniques for forming the grid 30 are shown. In Figure 9, tread length 32 is threaded through tread length 32' via a slot 44 formed in tread 32'. In Figure 10, tread length 32 is slotted through an arch 46, that is formed by cutting two slots in tread length 32' and then stretching the arch upwardly and sliding the tread length 32 therethrough.

In Figures 11 and 12 (which show plan and side elevations respectively of the end of a tread length 32), the arch 46 is formed near one end of the length. In Figure 13, the slot 44 is formed near the end of another tread length 32'. In Figure 14, the arch 46 is extended

through slot 44 and a third tread length 32'' is then slotted under the arch 46. Thus, this arrangement has the dual function of attaching tread length 32 to tread length 32' whilst also enabling the formation of a criss-cross with tread length 32''.

The grid-like reinforcing can also be formed from tyre side walls 30' (or combinations of tread lengths with tyre side walls).

Figure 15 shows a plan view of a tyre 11 that has had its upper side wall 19 removed therefrom. The upper side wall 19 can be arranged inside tyre 11 and adjacent to lower side wall 19'. A liner cut to appropriate shape (eg. formed from a woven geogrid textile) can then be arranged between the upper and lower side walls when the tyre forms part of a retaining wall structure. Optionally, the upper side wall can be attached to the lower side wall.

The arrangement of the liner in this manner functions to provide an enclosed receptacle for receiving fill material therein. Typically, the liner is a non-perishable, nylon, free draining and optionally uv-resistant material.

Figure 16 shows a perspective side elevation of the tyre 11 with its upper side wall removed and Figure 17 shows three such removed tyre side walls laid in a row, and attached together by ties 48 (eg. textile or metallic ties or clamps etc). The line of tyre side walls, can also be laid underneath a course of "whole" tyres in the retaining wall construction, thereby creating extra friction and lateral stability in the retaining wall. Alternatively, a grid formation can be made by attaching together a plurality of tyre side walls.

Figures 18 to 22 show various tyre side wall reinforcing type grids. In Figure 18, the tyre side walls overlap along line A, and are attached together by varying size ties 48 and 48'.

In figure 19, none of the side walls overlap and thus, the one size tie 48' can be used.

Figure 20 shows an offset configuration where a tie clamp 50 is used to maintain the configuration.

5        Figure 21 shows a tyre side wall having a plurality of holes 52 formed (eg. drilled) therethrough. The side walls can then be overlapped as shown in Figure 22 and fastened together at fastening points 54 (eg. via a cable tie, bolt, screw etc).

10        Various other configurations of the grid-like reinforcing formed from the plurality of tyre side walls are possible. As with the arrangement of Figure 5, the reinforcing can be attached to a respective tyre course 14 prior to the laying of the course or subsequent to the  
15        laying of the course.

Figure 23 shows a pair of tyres 11 having a roll of tyre tread 60 positioned therebetween and clamped to each tyre via clamps 62. This arrangement is typically employed with tyres at the corner of a retaining wall to  
20        give those tyres extra strength and to build stability and also extra impact resistance (eg. as provided by the tyre tread roll). Such an arrangement also helps in maintaining the height of the course at the corner (ie. preventing sagging).

25        Figure 24 shows a line of tyres 11 in a course 14, and having a tread length 32 attached to the front (and/or rear) face of the course. The tyre length can be attached via screws, clamps, adhesives etc. Such an arrangement provides a flat surface along the course, which is far  
30        more receptive for fabric and/or textile coatings (eg. geofabrics) often employed in retaining walls.

Referring to Figure 25, an alternative mechanism for attaching a tread section 32 to a tyre is shown. In the arrangement of Figure 25, a bar or rod 70 (optionally of  
35        galvanised steel or fibreglass) is inserted through a slot 46 and is then positioned above the upper side wall of an



uncut tyre 11. The pressure of the fill and other courses on top of this arrangement ensures its structural stability. Similarly, in Figure 26, a section of tread 72 is slotted through slot 46 to achieve a similar effect to the arrangement of Figure 25.

Referring to Figure 27, a so-called "dead man" configuration is shown, primarily to provide a tensioning aid to the reinforcing grid 30. Essentially, a course of tyres 14' for each reinforcing grid 30 is laid adjacent to the embankment (to be enclosed within the retaining wall when finally constructed). That course of tyres is thus connected to the free ends of the retaining grid which, at their opposing ends, are attached to the course of tyres 14 (ie. at the front of the retaining wall). The course of tyres at the rear of the grid aid in the strength of the entire retaining wall, and also assist in tensioning of the retaining grid (ie. when the course 14' is pulled or urged rearwardly).

Engineering analysis has indicated that retaining walls in accordance with the present invention compare favourably with current typical retaining walls such as timber crib, concrete crib or segmental brickwork walls, whilst generally being less expensive, lighter in weight and providing a solution to the problem of discarded tyre disposal.

Whilst the invention has been described with reference to a number of preferred embodiments, it should be appreciated that the invention can be embodied in many other forms.

30

**CLAIMS:**

1. A retaining wall for retaining an embankment or similar comprising a plurality of tyres arranged in a plurality of courses adjacent to the embankment and such  
5 that a central axis of each tyre is offset from vertical.

2. A retaining wall as claimed in claim 1 wherein each tyre's central axis is offset from vertical at a batter angle ranging from 10°C to 20°C.

3. A retaining wall as claimed in claim 1 or claim 2  
10 wherein adjacent courses:

- are separated by a fill material, optionally by a distance that is half a tyre in diameter; or

- abut.

4. A retaining wall as claimed in any one of the  
15 preceding claims wherein each tyre is at least partially filled with a fill material, and further fill material fills gaps between the tyres, and between the tyres and the embankment.

5. A retaining wall as claimed in claim 4 wherein the  
20 fill material includes:

- concrete at the lowest course of tyres;  
and/or

- a granular or particulate, optionally free draining material.

25 6. A retaining wall as claimed in claim 5 wherein the granular or particulate material is cobble, sand and/or shredded tyre.

7. A retaining wall as claimed in any one of the preceding claims wherein at least some of the tyres are each  
30 cut:

(a) in a plane between opposing side walls thereof and are arranged in the wall so that both side walls generally face downwards; and/or

(b) to remove a substantial proportion of one of  
35 the side walls and are arranged in the wall so that the remaining uncut side wall generally faces downwards.

8. A retaining wall as claimed in claim 7 wherein in (a), a section of the tyre remains uncut to provide a hinge for pivoting of the tyre portions thereabout.

9. A retaining wall as claimed in claim 7 or claim 8  
5 wherein in (b), the removed side wall is arranged in the tyre to be adjacent to the remaining side wall when the tyre is located in the wall.

10. A retaining wall as claimed in claim 9 wherein a liner is positioned between the removed and remaining side  
10 walls to cover the lower opening of the tyre when arranged in the wall.

11. A retaining wall for retaining an embankment or similar that is formed from a plurality of tyres wherein at least some of the tyres are each cut:

15 (a) in a plane between opposing side walls thereof and such that a section of the tyre remains uncut to provide a hinge for pivoting of the tyre portions thereabout, and so that the tyres can be arranged in the wall such that both side walls generally face downwards;  
20 and/or

(b) to remove a substantial proportion of one of the side walls wherein the removed side wall is arranged in the tyre to be adjacent to the remaining side wall, and the tyres are arranged in the wall so that the remaining uncut  
25 side wall generally faces downwards.

12. A retaining wall as claimed in claim 11 wherein in (b), a liner is positioned between the removed and remaining side walls to cover the lower opening of the tyre when arranged in the wall.

30 13. A retaining wall as claimed in claim 11 or claim 12 wherein the cut tyres are substantially filled with fill material in the finished retaining wall.

14. A retaining wall as claimed in any one of claims 11 to 13 wherein the courses of the retaining wall are  
35 constructed in a manner as defined in any one of claims 1 to 6.

15. A retaining wall for retaining an embankment or similar comprising a plurality of tyres that are arranged in a plurality of courses adjacent to the embankment to define a wall section, wherein at least some of the tyres in the wall section have an intact tread portion; and

a reinforcing section extending rearwardly from the wall section to form part of the retaining wall, the reinforcing section being formed from portions/sections cut from one or more tyres.

16. A retaining wall as claimed in claim 15 wherein the reinforcing section is attached to the wall section.

17. A retaining wall as claimed in claim 15 or claim 16 wherein the reinforcing section is formed from a plurality of tread sections and/or a plurality of side wall sections, cut from tyres and joined together.

18. A retaining wall as claimed in claim 17 wherein the sections are joined to define a grid formation.

19. A retaining wall as claimed in claim 18 wherein individual sections are attached or linked to and/or threaded through adjacent sections to define the grid formation.

20. A retaining wall as claimed in any one of claims 15 to 19 wherein a reinforcing section is provided for each course and each is arranged to extend generally horizontally or downwardly inclined into the wall.

21. A retaining wall as claimed in any one of claims 15 to 20 wherein the wall section is, in addition, as defined in any one of claims 1 to 15.

22. A retaining wall as claimed in any one of the preceding claims wherein the plurality of courses define a row and wherein a plurality of rows of tyres are arranged adjacent to the embankment.

23. A method for forming a retaining wall for retaining an embankment or similar comprising the steps of:

(a) forming a base for the retaining wall adjacent to the embankment and that slopes downwardly to the

embankment from surrounding ground; and

(b) arranging a plurality of tyres in a plurality of courses adjacent to the embankment and along the base.

5        24. A method as claimed in claim 23 wherein the base is formed to provide an offset in the wall from vertical at a batter angle of 10° to 20°.

25. A method as claimed in claim 24 wherein the central axis of each tyre in the wall is offset from  
10 vertical at an angle that is approximately equal to the batter angle.

26. A method as claimed in any one of claim 23 to 25, wherein each course of tyres is arranged to be offset along the line of the course from adjacent course(s).

15        27. A method as claimed in any one of claims 23 to 26 wherein in step (b) a course of tyres is laid and each tyre is at least partially in-filled with a fill material prior to laying the next course.

28. A method as claimed in claim 27 wherein each tyre  
20 in a course is filled such that:

- tyre(s) in the next course abut that tyre;  
or

- tyre(s) in the next course are separated by the fill material from that tyre.

25        29. A method as claimed in claim 27 or claim 28 wherein during filling of each course, additional fill material is provided to fill gaps between tyres, and between the tyres and the embankment.

30        30. A method as claimed in any one of claims 23 to 29 wherein, prior to laying a course, at least some of the tyres in the course are each cut;

(i) in a plane between opposing side walls thereof and are arranged in the walls so that both side walls generally face downwards; and/or

35        (ii) to remove a substantial proportion of one of the side walls, and are arranged in the walls so that the

remaining uncut side wall generally faces downwards.

31. A method as claimed in claim 30 wherein in (i), a section of the tyre remains uncut to provide a hinge for pivoting of the tyre portions thereabout.

5        32. A method as claimed in claim 30 or claim 31 wherein in (ii) the removed side wall is arranged in the tyre to be adjacent to the remaining side wall when the tyre is located in the wall.

10       33. A method as claimed in claim 32 wherein a liner is positioned between the removed and remaining side walls to cover the lower opening of the tyre when the tyre is arranged in the wall.

15       34. A method for forming a retaining wall from a plurality of tyres comprising the step of cutting at least some of the tyres:

20       (a) in a plane between opposing side walls thereof, wherein a section of the tyre remains uncut to provide a hinge for pivoting of the tyre portions thereabout, and then arranging those tyres in the walls so that both side walls generally face downwards; and/or

25       (b) to remove a substantial portion of one of the side walls, with the removed side wall being arranged in the tyre to be adjacent to the remaining side wall, and then arranging those tyres in the wall so that the remaining uncut side wall generally faces downwards.

35       35. A method as claimed in claim 34 wherein in (b), a liner is positioned between the removed and remaining side walls to cover the lower opening of the tyre when it is arranged in the wall.

30       36. A method as claimed in claim 34 or claim 35 wherein the cut tyres are substantially filled with a fill material in the finished retaining wall.

35       37. A method as claimed in any one of claims 34 to 36 wherein the courses are constructed in accordance with the method as defined in any one of claims 23 to 29.

38. A method for forming a retaining wall for

retaining an embankment or similar comprising the steps of  
arranging a plurality of tyres in a plurality of courses  
adjacent to the embankment to define a wall section, wherein  
at least some of the tyres in the wall section have an

5 intact tread portion, and

after the construction of at least one of the  
courses, positioning adjacent to that course, to extend  
rearwardly from the wall section into the retaining wall, a  
reinforcing section that is formed from portions/sections  
10 cut from one or more tyres.

39. A method as claimed in claim 38 wherein, prior to  
or after the arranging of said at least one course, the  
reinforcing section is attached to that course.

40. A method as claimed in claim 39 wherein, prior to  
15 attaching the reinforcing section to said course, the  
reinforcing section is formed from a plurality of tread  
sections and/or a plurality of side wall sections, cut from  
tyres and joined together, optionally to define a grid  
formation.

20 41. A method as claimed in any one of claims 38 to 40  
wherein a reinforcing section is positioned to extend from  
each course.

42. A method as claimed in any one of claims 28 to 41  
wherein the wall section is formed using a method as defined  
25 in any one of claims 23 to 33.

43. A retaining wall for retaining an embankment or  
similar substantially as herein described with reference to  
the accompanying drawings.

44. A method for forming a retaining wall for  
30 retaining an embankment or similar substantially as herein  
described with reference to the accompanying drawings.

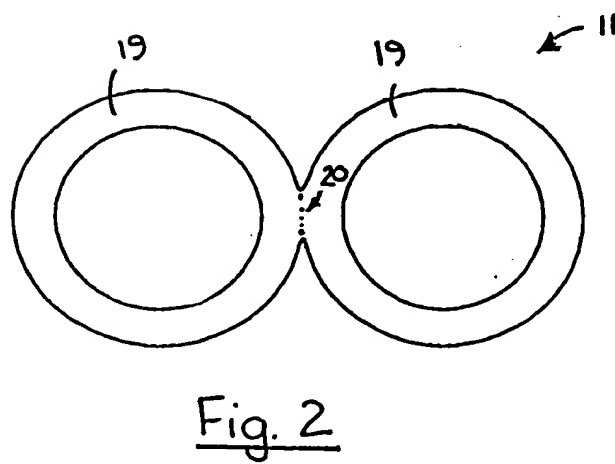
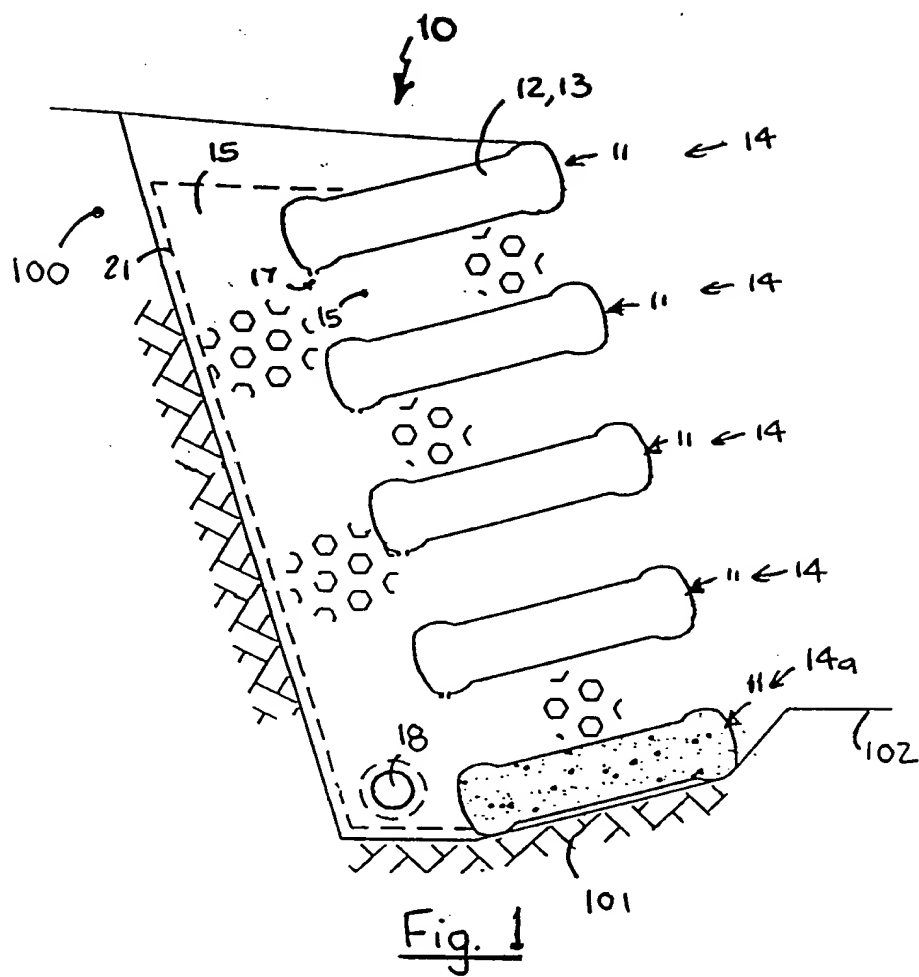
Dated this 3rd day of July 1997

~~SULCAL CONSTRUCTIONS PTY LTD~~ EcoFlex Australia Pty Ltd

35 By their Patent Attorneys

GRIFFITH HACK







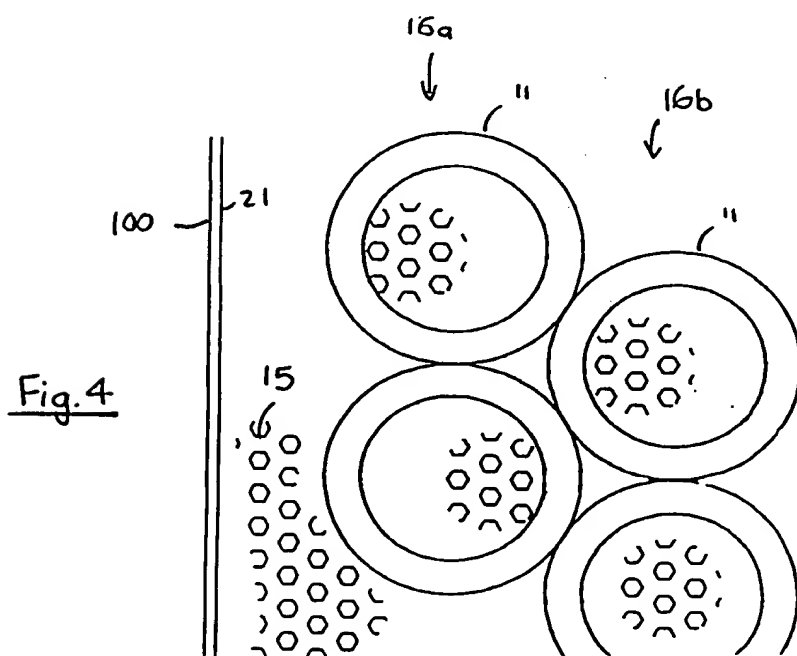
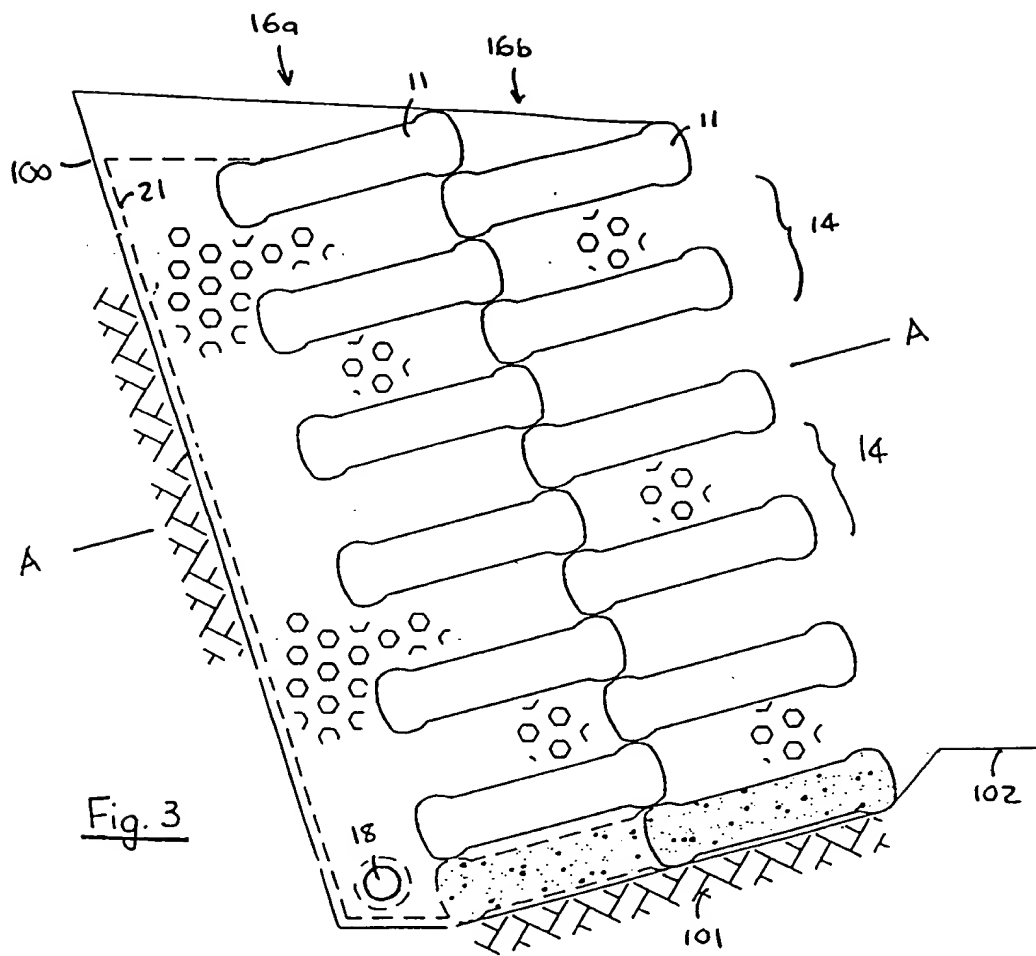


FIGURE 5

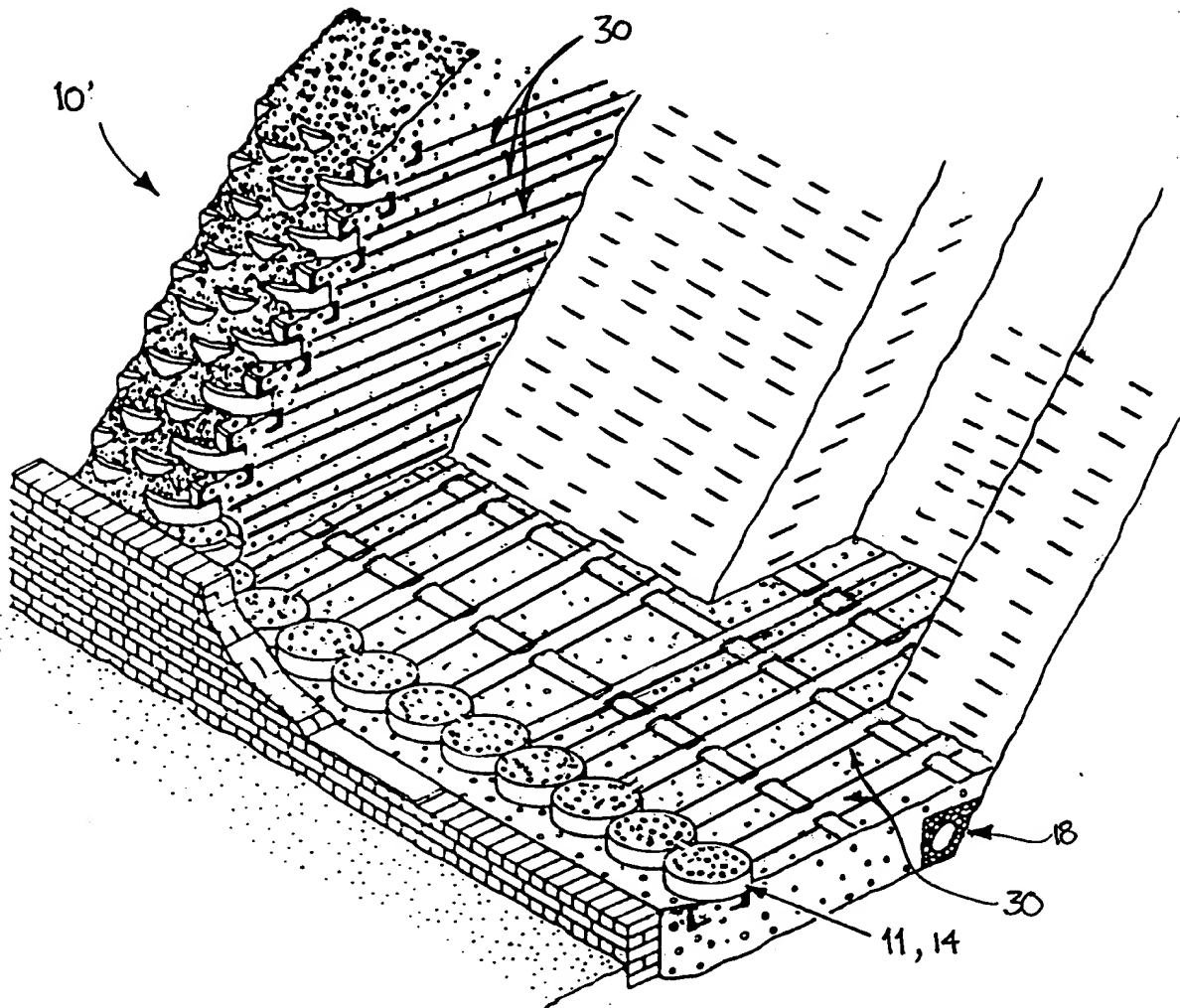


FIGURE 6

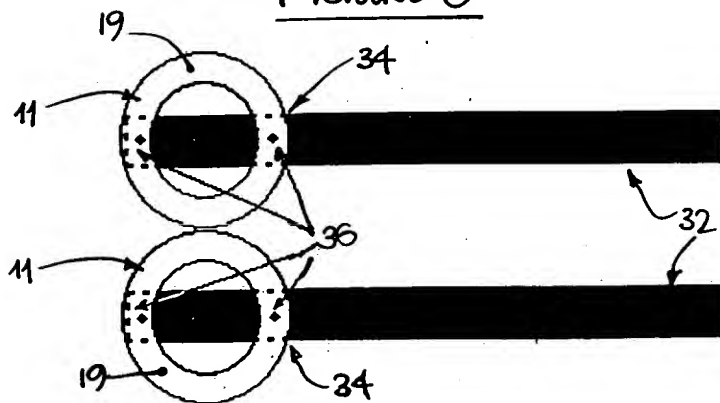


FIGURE 7

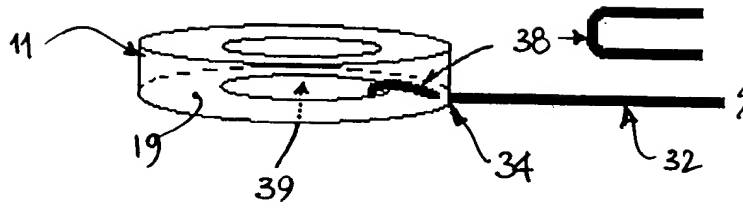


FIGURE 8

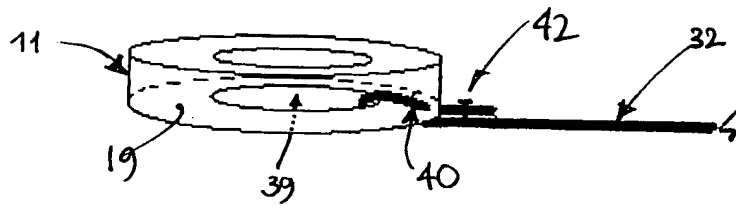


FIGURE 9

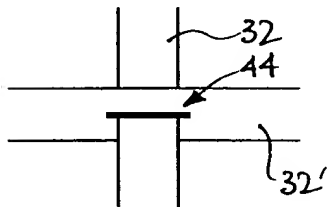


FIGURE 10

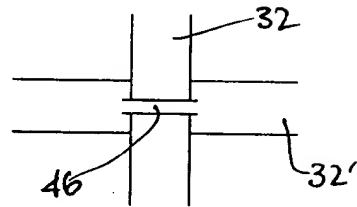


FIGURE 11

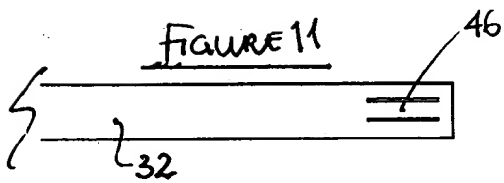


FIGURE 12

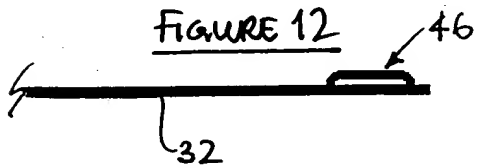


FIGURE 13

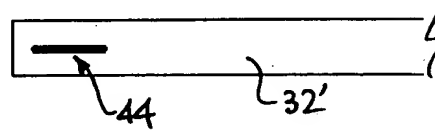
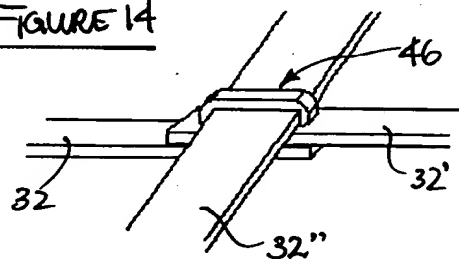


FIGURE 14



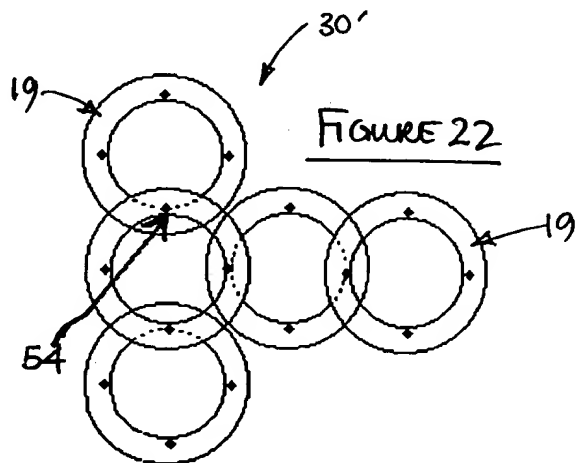
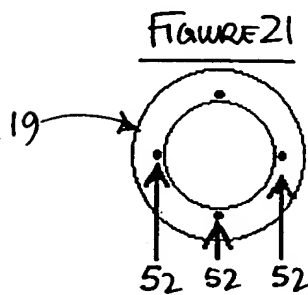
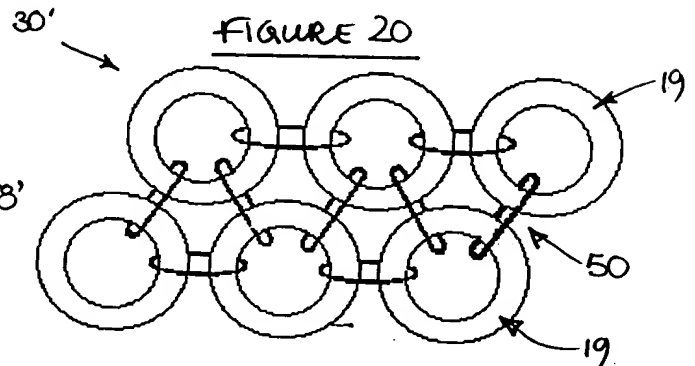
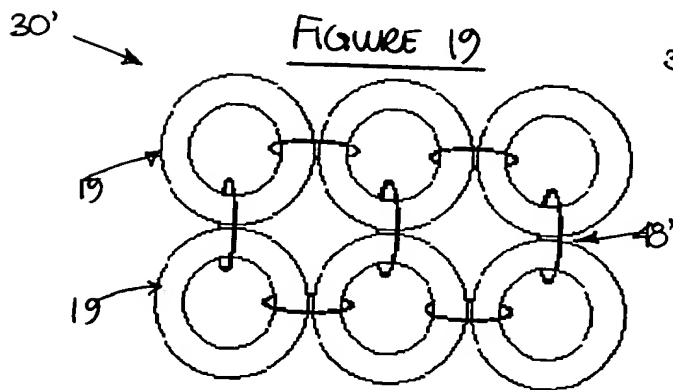
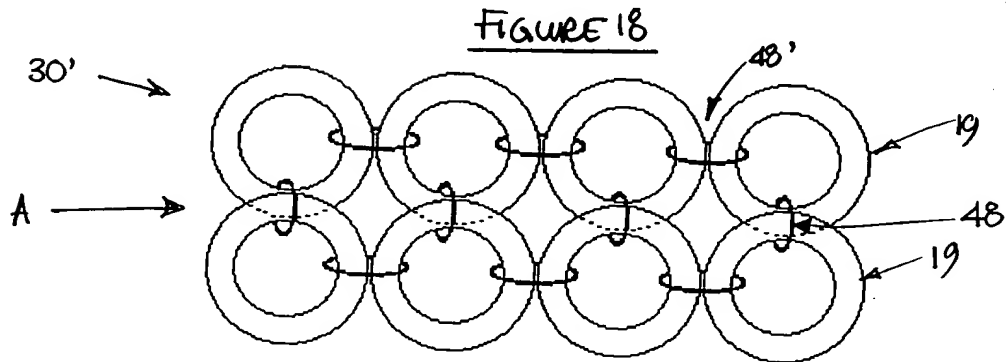
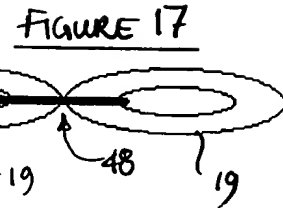
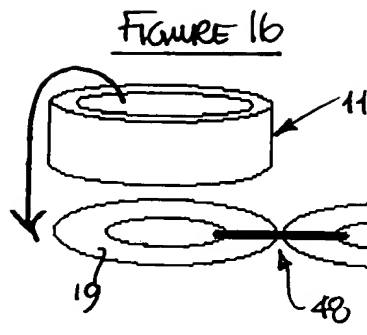
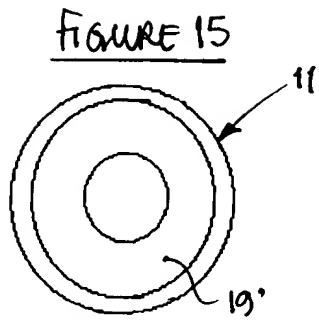


FIGURE 23

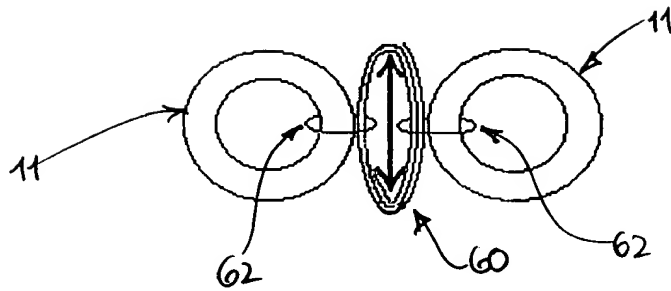


FIGURE 24

